

# IRISH WHISKIES

per doz.  
DUNVILLE'S V.R. ... \$15.00  
J. JAMESON & SON ... 15.00  
Do. Do. ... 17.00

H. PRICE & CO.,  
12, QUEEN'S ROAD CENTRAL.

# Hongkong Daily Press.

ESTABLISHED 1857

## "D.C.L."

SCOTCH WHISKY.

PER DOZEN ... \$15.50

Sole Agents:

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

No. 14,909, 號九零百九千四萬一第 日八十二月十年十三緒光 HONGKONG, MONDAY, JANUARY 22ND, 1906. 一拜禮 號二十二月正年六零百九千一英港香 PRICE, \$3 PER MONTH.



SPECIAL

"BULL DOG" BRAND  
STOUT & ALE  
IN SPLITS.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS,  
[a]342

CUTLER, PALMER  
& CO'S

"SPECIAL BLEND" WHISKY  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a]52

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.50 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st October, 1905. [a]2771

### NOTICE.

GEO. FENWICK & CO., LD., Engineers  
&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marine  
Lots Nos. 31 and 36; approximate area 43,000  
square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [135]

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With Chamber for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1905. 45

### COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,  
have now 40,000 Cubic feet of Cold  
Storage available at East Point. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
WM. PARLANE, Manager.  
Hongkong, 18th November, 1901. [a]7

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY  
PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance, \$12 per annum.  
Postage to any part of the World \$2.

### ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG

for Demand Drafts on London on the day of or  
preceding the departure of the English Mail  
also Table of Yearly Approximate Averages  
FOR 31 YEARS

FROM

1874 to 1904.  
Price \$2 Cash. On Sale at the "DAILY  
PRESS" OFFICE, or Local Booksellers,  
Hongkong, 11th May, 1905.

THE  
LAHMEYER ELECTRICAL CO., LD.,  
LONDON.

THE  
FELTEN & GUILLAUME-LAHMEYER WERKE  
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to— SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a]34

## AQUARIUS

SPARKLING MINERAL TABLE WATER; Qts., Pts. & Splits.  
SILENT WATER, Qts.  
STONE GINGER BEER.  
GINGER ALE.  
Tonic.



PURE TRIPLE DISTILLED WATER ONLY is used in the  
Manufacture of these Beverages, and by these means ABSOLUTE  
PURITY IS GUARANTEED.

TELEPHONE No. 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL. [a]34

Hongkong, 1st January, 1906.

## REDUCED PRICES.

FILM or PLATE F. P. CAMERAS fitted with "Ross," "Zeiss," "Dallmeyer" and  
"Goerz" Lenses, Price from \$35.00 to \$200.00.  
PLATE or FILM F. P. CAMERAS, Price from \$10.00 to \$100.00.  
MAGAZINE CAMERAS, Price from \$5.00 to \$40.00.  
EASTMAN KODAKS, Price from \$10.00 to \$75.00.

WE have just landed a large consignment of Photographic Goods. We invite you to come  
and inspect our new stock.

A. TACK & CO.

26, DES VŒUX ROAD, HONGKONG. 39

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	***	-	-	Per Case.	\$22.50
"	***	-	-		20.00
"	**	-	-		16.75
WHISKY, PALL MALL	-	-	-		20.00
"	JOHN WALKER & SONS'				
"	OLD HIGHLAND				12.50
"	C. P. & CO'S SPECIAL				
"	BLEND				10.50
PORT WINE, INVALIDS	-	-	-		20.00
"	DOURO				13.75
SHERRY, AMOROSO	-	-	-		20.00
"	LA TORRE				16.00
BENEDICTINE, D.O.M.	-	-	-		40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a]51

## CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.

DIAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a]2665

LANE, CRAWFORD & CO.

CARPETS! CARPETS!! CARPETS!!!

THE FINEST SELECTION OF

AXMINSTER, WILTON,

VELVET PILE &

BRUSSELS CARPETS.

EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,

WOVEN IN ONE PIECE WITHOUT SEAM.

DURING JANUARY ALL CARPETS WILL BE MADE AND

FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.

Hongkong, 20th December, 1905. [a]33

JAPAN COALS.

mitsui BUSSAN KAISHA  
(MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET.

### OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Canton, Kobe, Yokohama, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yanano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotani, Mamada, Mannoura, Onoura Otsuji,  
Sagahara Teikoku, Yoshinotani, Yoshio, Yanokibara, and other Coals.  
S. MINAMI, Manager, Hongkong.  
112

TRADE



MACKIE'S

WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

LANE, CRAWFORD & CO.

SOLE AGENTS.

[a]65

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

WHITAKER'S ALMANACK,

DIARIES 1906.

CHRISTMAS NUMBERS—QUEEN, LADY'S  
PICTORIAL, LADY'S FIELD, FIGARO  
ILLUSTRATED; all with SPECIAL ENGRAVINGS.

An Australian Cricketer on Tour, by

Frank Laver; Illustrated with

Photographs

Reminiscences of a Retired Diplomat, by

Sir F. St. John

My Life, a Record of Events and

Opinions, by Alfred Russell Wallace;

2 Vols. ... 10.00

Churchman's Almanack ... 0.10 and 0.15

Rodwell's Original Chemistry ... 3.25

Metcalfe's Steam Engineering ... 5.50

Rider Haggard's Poor and the Land ... 1.10 and 1.40

Rubiyat Omar Khayyam; Choice Edition

4 Volumes in Case ... 2.25

The Siege of Port Arthur, by D. H. James

4 Volumes in Case ... 4.20

An Eye-Witness in Manchuria, by Lord

Brooke ... \$3.50

Robin Hood: His Books ... 2.50

All About Ships and Shipping, with

Numerous Diagrams, Plans and

Illustrations ... 4.00

CANVAS FOR OIL PAINTING.

RECOMMEND.

TYPEWRITER RIBBONS, REMINGTON,

HAMMOND, & C.

BEZIQUE, WHIST, PIQUET AND PATIENCE

SETS.

POST CARD ALBUMS, Great Variety, all Prices.

SLAZENGER'S 1906 TENNIS BALLS.

TENNIS RACKETS from 2.25 each to 25.00

DOMINOES, CHESS, DRAUGHTS, &c.

[a]32

KOWLOON HOTEL, KOWLOON.

CABLE ADDRESS—"CHEE."

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS

AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 274

KELLY & WALSH, LD.,

YORK BUILDING.

CHATER ROAD.

### NEW PUBLICATIONS.

IT HAPPENED IN JAPAN, by Baroness

A. D'Aunthan ... \$2.00

ADVERSARIA SINICA No. 1, by H. A.

Giles ... 1.00

BUTTERFLIES OF HONGKONG

AND S. E. CHINA, by J. C. Kershaw;

Part 2, With Coloured Plates ... 2.00

THE CELESTIAL AND HIS

RELIGIONS, OR THE RELIGIOUS

ASPECT IN CHINA, by J. Dyer Ball

How To Write Chinese, by J. Dyer

Ball ... 5.00

How To Write The Radicals, by J.

Dyer Ball ... 0.75

JAPANESE TYPES, SKETCHED WITH

PEN AND PENCIL, by M. A. Schwabe

and E. S. Patton ... 3.00

THE RE-SHAPING OF THE FAR

EAST, by B. L. Putnam Weale;

2 Vols. Illustrations ... 17.50

BANKING AND FINANCE IN CHINA, by

J. Edkins ... 9.25

ROUND ABOUT MY PEKING GARDEN,

by Mrs. A. J. Little ... 5.00

THE FAR EAST, by A. J. Little ... 6.00

GOETZ KRAFFT, Die Geschichte einer

Jugend von Ed. Stillebauer; 3 Vols. ... 7.50

AVANT L'AMOUR, by Marcel Tinayre ... 2.25

L'INGENUE, by F. Champaur

BIBU DE MONTMARNASSE, by J. Louis

Philippe ... 2.25

THE NIGHTS CITY: THE HISTORY

OF THE YOSHIWARA, by J. E. de

Becker. Illustrated ... \$12.50

RAVEN HILL'S INDIAN SKETCH BOOK ... 2.00

BEAUTY AND THE PRESERVATION OF

YOUTH, by an M.D. ... 0.75

PHRENOLOGY: AUTO-CULTURE AND

BRAIN BUILDING BY SUGGESTION,

by R. D. Stocker ... 0.75

TELEPATHY: WHAT IT IS AND HOW IT

IS DONE, by R. D. Stocker ... 0.75

HEALING: MENTAL AND MAGNETIC, by

R. D. Stocker ... 0.75

SOUL CULTURE: SELF DEVELOPMENT,

by R. D. Stocker ... 0.75

JOHN CHILCOTE, M.P., by K. C. Thurston

THE FLUTE OF PAN, by John Oliver

Hobbes ... 1.75

THE TRUANTS, by A. E. W. Mason ... 1.75

PLAYING THE GAME, by Douglas Sladen

THE COMMANDER OF THE HIRONDELLE,

by W. H. Fitchett ... 1.75

A KNIGHT OF EVIL, by Dick Donovan

HEPBY WESLEY, by Q. ... 1.75

THE DAYSpring, by Dr. Wm. Barry ... 1.75

TOM GERARD, by Louis Becke ... 1.75

A CONSUMMATE SCOUNDREL, by Guy

Boothby ... 1.75

THE LAST CHANCE, by Rolf Boldrewood

A SERVANT OF THE PUBLIC, by Anthony

Hope ... 1.75

WHITAKER'S ALMANACK 1906 and 1907

BRITISH JOURNAL OF PHOTOGRAPHY

ALMANACK ... 0.75

[a]31

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$12.00

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, smoky stuff, because "it comes through the SOLE."

Try HAIG & HAIG'S WHISKIES; pure, mellow mature



## INTIMATION



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE  
GOVERNOR.

THE  
HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE

5 PER CENT. DISCOUNT

ALREADY ADVERTISED.

FURTHER

REDUCTIONS

Have been made from this date IN THE  
PRICES of many of the following:—

PATENT MEDICINES.

INFANTS' FOODS.

SOAPS.

PERFUMES.

WE MAINTAIN THE LARGEST  
AND MOST COMPLETE STOCKS of these  
GOODS in the Colony, and our Stocks being  
frequently turned over, ensures all Goods being  
FRESH and in the BEST CONDITION.

**A. S. WATSON & CO.,**  
LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS  
ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

[39]

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns  
should be addressed to the Editor.  
Correspondents must forward their names and ad-  
dresses with their communications, and should be  
sent before 11 a.m. on day of publication. After that  
time the supply is limited. Only supplies. (Cash.)  
Telegraphic Address: Press, Colon: A.S.W. Co., Ltd.  
(Liberator)

P.O. Box, 333. Telephone No. 12.  
On January 14th, at Shanghai, to Mr. and Mrs.  
S. ZIMMERMAN, a daughter.  
DEATH.

On January 14th, at Shanghai, JACOB CALDER-  
CARR, aged 61 years.

HONGKONG OFFICE: 104, DES VOGES ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JANUARY 22ND, 1906.

It was at one time the habit to declare that the great thing necessary to enable anyone to succeed in China was that he should learn Chinese. It was urged that he was simply absurd for any person to expect to do well in this country without a knowledge of "the language," and it was a favourite amusement with the few who were acquainted with it to some extent to expatiate upon the benighted state of outsiders who carried on their mercantile operations and followed other pursuits in complete ignorance of either the Mandarin or the Punt. It cannot be denied that upon every principle of reason and common-sense these views seemed worthy of acceptance; upon merely abstract grounds it certainly does appear an absurdity to expect to succeed with a people with no knowledge of their language and very little of their customs. It is, therefore, not surprising that those who argued in this direction seemed to have everything their own way and that few persons were venturesome enough to attempt to answer them. At the same time, there has always been a feeling—perhaps not exactly "uttered or expressed," but none the less fully entertained—that learning Chinese by anyone who has not a direct professional reason for doing so such as being in the public service or occupying some exceptional position in which the language is indispensable, is a mistake. It has thus happened

that notwithstanding all the advocacy in favour of acquiring a knowledge of Chinese very few persons in ordinary situations in China have taken the trouble to do so; and, though it may seem a bold statement to make, it can scarcely be said that they have been to blame for the course which they have adopted. The plain truth is that in most positions in China people soon find out that the game is not worth the candle. Some few make an attempt at getting at least some knowledge of the spoken dialect in the particular place where they happen to be, but this is soon found to lead to very little; and the greater number find that after a creditable effort to master the uninviting monosyllables which, combined with the proper tones and particles, make up the spoken dialect, they fail to master enough to enable them to keep up a conversation on any ordinary topic, and are fain after all to retreat upon the despised "pidgin" English, which, for all practical purposes, stands them in better stead. This fact indeed that "pidgin" English is available will always act as a wet blanket upon acquiring the Chinese language. Enthusiasts who imagine that in a reasonable time they will be able to talk to Chinese in their own tongue and in their own way, are bound to have their courage damped when a means of intercourse so much more simple stands ready to their hand; and are likely to question whether, with such a medium available, they are not after all wasting much valuable time in a vain and useless attempt. There are those who take up the study in a more serious vein, and endeavour to master the Mandarin dialect and the complex written character, but of these many drop the study long before they have brought it to the point of anything like practical utility. It may be interesting as giving them some dim insight into Chinese literature; but even in this respect, the amount which an average European can learn by three or four years' hard study in his leisure hours amounts to so little that it is not surprising the study is so frequently abandoned.

Thus, however much it may be a subject of regret, it is futile to hope that matters in this respect will change in any marked degree. It may be very desirable to know Chinese, but the plain fact is that life is no longer enough for it. Certainly the time which Europeans as a rule are content to spend in the Far East is much too short, and thus after more or less creditable efforts at mastering the language the most energetic and most studiously inclined are as a rule disposed after a certain time to abandon the attempt. Even those whose professional avocations demand an acquaintance with the language are as a rule largely dependent upon their more or less faithful teachers, and seldom venture to translate a document of any importance without the assistance of their Chinese guides, philosophers and friends.

These facts may be discouraging to those who desire to see more intimate relations established between Europeans and Chinese; but unfortunately it is impossible to ignore them. The language difficulty will always stand as a great barrier between the East and the West, and we are forced to the conclusion that if a more intimate interchange of ideas is ever to be brought about it will be by the Chinese learning European languages, not by the Europeans mastering Chinese. In the former direction there is room for hope from the increased knowledge which the Chinese must by degrees acquire from the larger numbers of more educated among them who now visit foreign countries. Those who have acquired a knowledge of foreign affairs in this way must gradually have an influence upon their countrymen, and the old idea that all that is not Chinese is to be regarded as a curiosity (very similar, by the way, to our own views of all that is Chinese) will gradually give way to a recognition that there is something worth serious study in foreign customs and literature. If once this fact be seized by the Chinese, we may look for a better understanding upon many matters which now separate the Chinese from Europeans; and possibly a gradual infusion of more advanced ideas upon political and other matters may be effected by this process.

Captain G. J. B. Sayer has resigned his commission in the Hongkong Volunteer Corps.

Plans are being made to begin the construction of a railway in Fokien province next month, starting from Amoy to Changchou, a distance of 90 li.

Mr. Joseph Leiter, brother of Lady Curzon, states that his sister and Lord Curzon ex-Viceroy of India, will shortly pay a visit to the United States.

The British Minister has stated that England will positively decline to give up Weihaiwei, though she is willing to undertake not to increase her troops there.

The Japan Mail says that the departure to Peking of the Gorman Minister to Japan, Count Arco Valley, will be a very great loss to foreigners and Japanese alike.

It is notified in the Gazette that dogs brought from Shanghai, Peking and the Federated Malay States will not be allowed to land in this Colony for a period of six months.

The programme of the Hongkong Branch of the Royal Sanitary Institute for the week ending January 27th is as follows: Tuesday, Lecture by Dr. Moore on "Infectious Diseases and Disinfection;" Wednesday, Sanitary Inspectors' Test Examination; Friday, Lecture by Dr. Moore on "Infectious Diseases and Disinfection."

The New French rifle, known as the D. ball, has given remarkable results in recent experiments. At a distance of 100 yards it passed through six separate planks of oak, each 1 1/2 in. thick, and placed at distances of 12 in. from each other. It then went clean through the head of a bullock and buried itself in three feet of damp clay.

A telegram was recently published in Far Eastern newspapers announcing that Mr. Alex. E. Orr had superseded Mr. John McCall as president of the New York Life Insurance Co. Mr. Alex. E. Orr, the local agent of the Company, now informs us that the information was incorrect. Mr. Orr has been appointed one of the vice-presidents in the place of Mr. George W. Perkins, who resigned in consequence of his increased responsibilities in connection with the firm of Messrs. Pierpont Morgan & Co.

Mr. Frederick Bower, of Broomfield Hall, Sunningdale, a Liverpool merchant, of the firm of Messrs. Bower, Hanbury, and Co., who left £54,951 net, gave to his housekeeper, Miss Caroline M. Jennings, a life interest in a trust fund of £10,000 and an immediate bequest of £100, and he left to his coachman, Mack Young, £100. Messrs. Bower, Hanbury, & Co. were the founders of the business now carried on in Shanghai by Messrs. Ward, Probst, & Co., formerly Iveson & Co. They were the owners of a very large number of the native houses in the Settlement.

The latest development of German enterprise in the markets of the Far East, says the Globe, is in the amount of the effect that the first German Industrial and Commercial Exhibition, in the interests of the development of Germany's commercial relations with the countries of Far Eastern Asia, it is held at Tsingtau. The Government officials at Tsingtau will take in hand early in the New Year the preliminary work connected with the project, which cannot fail to have good results in developing still more Germany's growing trade with the Far East.

Vicecount Hayashi, Japan's Ambassador, while on a visit to Leicester, attended a concert on behalf of the local infirmary and Wycliffe Homes for the Blind. He said it was a subject of great admiration to every Japanese setting his feet upon English shores to see the number of charitable institutions maintained by voluntary gifts of the well-to-do for the benefit of those less fortunate. Athletics had done much in providing the physical strength and forming the character of the English people, but the love of sport would not be much of a guide unless based on humanity.

The Sincere states that a certain censor has lately memorialised the Throne, strongly urging the necessity of granting to the country a constitution, for which the landed classes are eagerly longing and impatiently awaiting. Further, that as the Travelling High Commissioners have just started on their quest, which would take time to accomplish, it would be well, as a matter of policy, to anticipate the impatience of the people by issuing on Chinese New Year's Day (25th January) an Imperial Decree promising the country a constitution and giving a date when it will be granted.

The Burmese, like the Chinese, are a nation of gamblers. According to a recent police report, parties of gamblers in the Ambert district took to going up and down the river a little while ago in one of the Irrawaddy Flotilla Company's steamers, gambling all day long, hoping thus to evade the attention of the police. A raid was made on the steamer, and sixty sportsmen, as they would be called in this country, perhaps, were arrested; but the gamblers pleaded that a steamer was not a place within the meaning of the Act, and the defence was upheld by a court of law. What about a jampun?

Remarks on the Szemao trade of 1904, written for the Burma Government at the request of Mr. Wilkinson, H. B. M. Consul-General, by Mr. H. M. Mays, Acting Consul and Acting Commissioner of the Imperial Maritime Customs at Szemao, has been issued. The total figures for the trade of the year 1904 were 206,985 Haekwan taels (about £40,000), the highest yet recorded. The imports from foreign countries were 221,753 Haekwan taels. The countries with which the Szemao trade is concerned are Burma, Siam and Haut Laos, Burma accounting for half the total. Rupees to the value of 22,632 Haekwan taels were brought from Burma; these find a ready exchange at Yunnanfu and Talin through the merchants trading between those places and Bhamo.

## TELEGRAMS.

(REUTERS SERVICE.)

## THE ELECTIONS

London, January 18th.

Mr. Chamberlain has been returned for Birmingham West by 7,173 votes against Mr. Outhwaite, the Liberal candidate, 2,094.

London, January 19th.

Mr. Broadrick and Mr. Chaplin have been unseated.

Lord Stanley was defeated at Westhoughton. Mr. Morley has been elected for Moutrose.

## PRINCE ARTHUR OF CONNAUGHT'S TOUR

London, January 19th.

Prince Arthur of Connaught has arrived at Suez.

## THE NEW FRENCH PRESIDENT.

London, January 18th.

M. Fallieres is a self-made man, of moderate opinions, unassuming habits, and is generally described as a second M. Loubet.

## THE RIOT IN HAMBURG.

London, January 19th.

A socialist meeting to protest against the franchise amendment, has resulted in rioting in Hamburg. The mob assailed the police with bricks. One person was killed and many injured. Barricades were erected. The rioters were finally dispersed by sabre charges.

## CORRESPONDENCE.

## ST. GEORGE AND THE DRAGON.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, January 21st.

Sir,—Not being acquainted with our British mythology, I was unaware until I read your report of St. George's Ball of the unfortunate death of a young man. I think, sir, that anyone with the slightest pretension to good taste will regret that, in a Colony so peculiarly Chinese as Hongkong is, there should have been so much emphasis laid on the fact (?) that St. George killed a Dragon. I am sure that the feelings of many of our Chinese fellow subjects must have been wounded by the apparent symbolism; and I write to suggest that in next year's decorations the committee will think seriously of making St. George's victim some other beast.—Yours truly,

SUAVITER IN MODO.

## CHINESE NEW YEAR HOLIDAYS.

TO THE EDITOR OF THE "DAILY PRESS."

January 20th.

Dear Sir,—May I suggest through the medium of your valuable paper that in addition to the 24th January, the 26th and 27th instant be both declared Public Holidays? My reason for making this suggestion is that from my long experience with the Chinese I have always found it impossible to get any work out of the Chinamen on those days and the public are well aware of this fact. No business is ever transacted after 3 p.m. on the New Year's eve and we are really robbing the Chinaman of the only two enjoyable days of his year, viz. the 26th and 27th, when he is dressed in his best attire on the tour of his New Year visits. In Shanghai things are different, for I observe the Settlement will be closed for business from the 25th to the 30th January. Why should we be behind them? I am, dear sir, yours faithfully,

RIALTO.

## CANTON LEPER FUND.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, January 19th.

Sir,—Please acknowledge the following to the Canton Leper Fund, and oblige.—Yours truly,

ANDREW BEATTIE.

A Friend, Canton ... \$10.00

Chinese Christian Church, Yauwatt ... \$14.00

## A RACECOURSE MISHAP.

SOLICITOR INJURED.

While riding Mr. Macdonald's "Alarm" at Happy Valley on Saturday morning, Mr. F. P. Deacon, of the firm of Messrs. Deacon, Looker and Deacon, solicitors, was dislodged and received some rather severe injuries. When it took the course, the pony appeared to be in a bad humour. It started off at a gallop, and when about half-way round gave vent to its feelings by indulging in a little bucking. Mr. Deacon was unseated and the riderless pony bolted up the hill. What actually happened to the unfortunate rider nobody was able to say, but it is presumed that as the pony galloped away it kicked him on the head.

Mr. Macdonald, who was watching his pony, saw the accident, and hastened to Mr. Deacon's help. Fortunately a doctor was on the course, and attended to the injured rider until an ambulance arrived, and he was conveyed to the Royal Naval Hospital. Here it was found that he was suffering from slight concussion of the brain.

## CANTON.

(FROM OUR CORRESPONDENT.)

January 20th.

THE CANTON-HANKOW RAILWAY TROUBLE.  
The Prefect of Canton, Chan-Mong-tsang, and the Nan-Ho and Pau-Yu Magistrates have issued jointly a proclamation, which dwells on the importance of raising funds for the construction of the Canton-Hankow railway, and deals with the obstructive attitude of the people's representatives.

It then runs on as follows:—"The idea of colonizing the railway originated from the gentry and merchants and at that time even our representatives Lai-Kwai-pui and Leong-Shou-shan were of opinion that there was want of union amongst yourselves, and requested the Viceroy to take the lead in the matter. It is only proper that you should adhere to your word and prevent the affair from falling into the hands of the foreigners who are watching the scheme with covetous eyes. If this railway cannot be carried out by us, we shall have to repay the capital borrowed with the interest. Besides, when the line is completed all the profits will go to the people, as it was plainly explained in the Viceroy's proclamation the other day. In perusing the 'Express' issued by the Chamber of Commerce, we observe that it practically states that we are desirous of using oppressive measures to increase the taxes and thus bring calamity on the people. We are positive that these expressions did not come from the people of Kwangtung but were framed by one or two individuals. It is a great pity that on account of one or two persons, who have aroused and misled the people, this great scheme should be destroyed. If you think that the increased taxes are really oppressive, you gentry and merchants are perfectly at liberty to suggest other means to raise funds. His Excellency the Viceroy has always listened to and taken the people's advice. For instance, recently some people obtained the monopoly to export rice (first quality rice) from Kwangtung. The charitable corporations of Canton memorialized the Viceroy praying that the monopoly be cancelled as the production of rice in the province is not equal to the demand. His Excellency at once cancelled the monopoly. We are perfectly prepared to submit your grievances to the Viceroy, which you cannot do yourselves, and will straighten up things on your behalf. We never dream of such acridities as this; of officials being slandered and insulted by one or two individuals. We are certain that those gentry and merchants who have common-sense (and they are many) have been equally surprised to see such a sudden attitude taken against the officials and the Government by Lai, Leong and others. We are, however, aware that such views are shared by the minority. His Excellency has memorialized the Throne to cashier Lai and Leong and to punish them not only on account of opposing the railway scheme but, chiefly for having slandered the Government. Merchants must not listen to the evil advice of scoundrels which might bring severe calamities on themselves. The question of raising funds for the building of the railway is a very important matter. If more popular means can be devised to raise the funds, we shall be glad.

## IMPERIAL MESSAGE.

Viceroy Shun received yesterday the following two telegrams:—

"January 17th.

"I read that owing to the increase of taxes in Kwangtung people are protesting and growling excited; even foreigners judging it advisable to land troops as a protective measure. Forward particulars immediately about present situation of affairs. The matter of taxation should be discussed in the proper spirit with the people and measures of violence should not be resorted to to coerce them. The deputies appear to have disregarded the public welfare and seem to have conducted themselves improperly. You Viceroy Shun have always treated the people equitably and have always shown severity to the officials. We rely on you therefore to avoid trouble and preserve order for the welfare of Kwangtung."

## CHANG CHIH-TUNG'S VIEW.

Telegram received by Viceroy Shun from Chang Chih-tung as follows:—

"January 17th.

"Deeply regret that matters have taken an unfavourable aspect for the welfare of Kwangtung and an innocent man implicated. Grievous very much."  
Another message from the Waiwupu is said to have reached the Viceroy yesterday afternoon. It appears that the Peking Board, while upholding the Viceroy's action, enjoins him to act with moderation. Our correspondent comments:—

It will be observed from the foregoing that there seems to be a climb down on the official side, and that overtures are being practically made to settle the matter amicably. The people are, however, determined to carry their point and unless the question is promptly settled, complications are liable to occur after New Year's Day. The officials are said to be at their wits' end, as they never expected the public worm to turn in this manner.

## A STARTLING WARNING.

The following mysterious letter was received by the U.S. Consul to-day:—

"I have the honour to report to your Excellency the following matter for your information. In consequence of the ill-feeling created by the boycott of American goods, coupled with the recent trouble over the meeting at the Kwong Chai Hospital, whereby the people's wrath has been raised to the highest pitch against the Viceroy, it is to be feared that the people will work mischief to implicate the Viceroy in some trouble with some foreigners. The occasion would be seized to bring about the assassination of the Viceroy in the confusion which would naturally follow armed intervention by foreigners. The murder of the American

Consul General is also planned by the bad characters, so as to bring about reprisals by the gendarmes in port, which might bombard the city, thus affording the people the opportunity of starting an insurrection. In the course of which the Viceroy could be easily put to death. I strongly advise you, if you value your life, not to expose yourself and your account by going into the city. Please do not discredit the above.

(Signed) A Sincere Friend."

## TRAINING NOTES.

Although a trifle chilly, the weather for the trial gallops on Saturday morning was all that could be desired, consequently there was a larger attendance than usual at the race-course, notwithstanding the early hour at which a number of the sports, who had been to St. George's ball, sought their beds. H. E. the Governor, accompanied by his A.D.C.'s was among the first to arrive, and in the grey light of dawn the first ponies faced the starter. Most of the gallops were on the outside course, and the times registered were as under:—

Saxon King, 1 m., 2:17 1/2; last 1/31.

Marchal Niel Base, 1 m., 2:5 1/2, 1:13 1/2, 1:36 3/4.

Ca Cuny, 1 1/2 m., 3:4 1/2, 1:12, 1:50, 2:24; full time 2:5.

Goronet Rose, 1 m., 3:3 1/2, 1:16, 1:48 1/2.

Stamboul, 1 m., 3:1, 1:14, 1:52, 2:23 1/2.

Baume, 1 1/2 m., 3:1, 1:5, 1:40, 2:17, 2:52.

White Blaze, 1 m., 3:1, 1:5 1/2, 1:54, 2:27.

Grafton and Meier's Housel, 1 1/2 m., 4:5, 1:22, 1:49, 2:35, 3:09.

Diamond King and Drogheda (Grosson up), 1 1/2 m., 4:5, 1:49, 1:46 1/2, 2:23, 2:54.

Bolles' sub. and E. W. Mitchell's sub. went in company on the inside track.

Michael's grey, 1 m., 3:1, 1:16 1/2, 1:53 1/2, 2:28 1/2.

Nowall's sub., 1 m., 3:6, 1:12 1/2, 1:50, 2:23.

Showan's sub., 1 m., 3:5, 1:10, 1:44 1/2, 2:21 1/2.

H.E. the Governor's 2 grey subs., 1 m., 3:6, 1:07 1/2, 1:45, 2:21 1/2.

Goetz's Rabbit and Hough's marble grey, 1 m., 3:3 1/2, 1:11 1/2, 1:50.

Dickson's blk. sub. and Forrest's sub., 1 m., 3:5 1/2, 1:09, 1:46 1/2, 2:23.

Kadoorie's sub., 1 m., 3:6, 1:15, 1:53.

H. E. the Governor's chest sub., 1 m., 3:3 1/2, 1:07, 1:49 1/2.

Highland Star and Macdonald's blk. sub., 1 m., 3:7, 1:12 1/2, 1:49.

Goetz's sub., 1 m., 4:1, 1:58, 2:33.

Dr. Jordan's sub. and Moly's bay sub., 1 m., 3:5, 1:09 1/2, 1:46, 2:25 1/2.

Christian's sub., 1 m., 3:5 1/2, 1:14 1/2, 1:50, 1:51, 2:23 1/2.

Macdonald's Extravagant, 1 m., 3:6, 1:17, 1:52 1/2.

Hough's sub., Humphreys' donkey tail, and a grey, 1 m., 3:5, 1:11 1/2, 1:48 1/2.

G. P. Clader's sub., 3:5 1/2, 1:11 1/2, 1:49 1/2, 2:21 1/2.

Moly's Ruby blk. sub., 1 m., 3:8, 1:15, 1:46 1/2.

Dunbar's sub., 1 m., 3:4 1/2, 1:43 1/2.

J. R. M. Smith's grey sub., Hynes' bay 1 m., and Bank's other grey (Ingis up), 1 m., 3:5 1/2, 1:08 1/2, 1:45, 2:23, 2:52. Ingis first, Smith's second, and Hynes' last.

Bank's chest sub., 1 m., 3:7, 1:10.

Mox's sub., 1 m., 3:4 1/2, 1:11, 1:47, 2:22.

Crickshaw's sub., and Mikoshi, 1 m., 3:8 1/2, 1:17 1/2, 1:56 1/2, 2:32 1/2, 3:10.

White's sub. (late Rose's) 1 m., 1:12 1/2, 1:47, 2:23.

Bank's Mess sub., and Forward, 1 m., 4:2, 1:19, 1:56 1/2, 2:34, 3:17 1/2, Forward; and Bank's 3:56.

Sydney King, 1 m., 4:1, 1:18, 1:50, 2:28 1/2.

Hough's derby, 1 m., 3:5, 1:19, 1:55, 2:21 1/2, 2:57 1/2.

Moly's little grey derby, 1 m., 3:7 1/2, 1:13 1/2, 1:48, 2:19 1/2.

Moly's big derby grey, 1 m., 3:5 1/2, 1:12, 1:47 1/2, 2:20 1/2.

Moly's bay derby, 1 m., 3:8 1/2, 1:15, 1:51 1/2, 2:18, 3:01.

Moly's Black Cherry and ran derby, 1 m., 3:4, 1:07 1/2, 1:42 1/2, 2:19.

Reuben Kadoorie's derby, 1 m., 3:4 1/2, 1:12, 1:47.

Reuben Kadoorie's bay derby, last half mile 3:5 1/2, 1:05 1/2.

Ellis Kadoorie's derby and Lucky Chief, 1 m., 3:7, 1:14, 1:47, 2:5, 3:45.

Emerald King, 1 m., 3:8 1/2, 1:16, 1:50, 2:23.



## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

The ninth ordinary general meeting of this Company was held at the office of the General Managers, Messrs. Shewan, Tomes and Co., on Saturday morning, Jan. 20th, 1906. Mr. R. Shewan presided, and there were also present—Messrs. J. S. Van Buren, H. P. White, Chow Hing Koo, Dr. J. W. Noble (consulting engineer), Mr. G. Somerville (secretary), and Messrs. G. M. Bain, W. D. Braidwood, E. W. Terry, J. McGubbin, R. Robertson, E. D. Hasdell, A. Hahington, Fung Wa Chuan, Fung Pui Tong and Chan King.

The Chairman said:—Gentlemen,—As you have had the Report and Accounts before you for some time we will dispense with reading them now. The gross earnings for 1905 amount to \$131,721.22 as against \$132,860 for 1904; so we are able to pay the same dividend as before, viz., 8 per cent. and place \$26,000 to reserve, which will bring that fund up to the round figure of \$100,000, leaving \$4,721.73 to be carried forward to the credit of the present year's account. Our loans on the present system, you will notice, continue to slowly increase, and the security for these loans being an excellent one is a very satisfactory feature. As to our other loans, we have, of course, to consider each one separately on its merits, and the risk depends more or less on our good judgment, but I can only assure you that we never take any undue risks, and not one of these loans gives us the slightest uneasiness. When you consider that although we have paid a regular dividend of 8 per cent. ever since the Company started, besides accumulating a reserve of \$100,000 out of profits, we have not incurred any bad debts (beyond the most trifling), you must, I think, recognise that, as I said last year, we are not careless on the point of security. There is nothing in the balance sheet that requires special comment. The items are all very much the same as last year except that the Light and Power debentures having all been paid off, that item disappears. Our holdings of Green Island Cement Co.'s shares have, of course, been increased by the new issue which we took up. Unless any gentleman has any questions to ask, I propose that the report and accounts as presented be adopted and passed.

There being no questions, the proposition was seconded by Dr. Noble, and carried unanimously.

Mr. Braidwood proposed the reelection of Messrs. J. S. Van Buren, Chow Hing Koo, H. P. White and Dr. Noble to the consulting committee.

Mr. McGubbin seconded, and the motion was carried.

On the motion of Mr. Bain seconded by Mr. Terry, Messrs. A. O. Gourdin and W. H. Potts were re-appointed auditors.

The Chairman:—That is all the business, gentlemen. Dividend warrants are ready now.

## HONGKONG LAND RECLAMATION CO., LTD.

The fifth ordinary meeting of shareholders in the Hongkong Land Reclamation Company, Ltd., was held at the Company's Offices, Victoria Buildings, on Saturday, Jan. 20th, 1906. Mr. C. W. Dickinson presided, and the others present were Mr. Paul Clator, Messrs. E. Shellen, Ho Tung (directors), M. S. Northcote (secretary), F. M. de Graen, J. M. de Graen, Ho Fook, Ho Koo Tong, A. Shellen Hooper, Lo Cheung Shui, H. N. Mody, J. Oranga, J. C. Pater, and H. Percy Smith.

The Secretary, having read the notice calling the meeting.

The Chairman said:—Gentlemen,—Our reclamation at Kowloon Point was completed during the year, the land thus resulting being divided into five sections, comprising three Marine and two Inland Lots, with a total area of 562,598 square feet. One of the marine lots has already been sold at the price of \$4 per square foot and the remaining area we still hold—382,821 square feet—with a frontage of 778 feet. None of these lots have been written up in value but stand in the Company's books at their actual cost. Our other property, Kowloon Marine Lot 49, continues to yield a fair return and the right to reclaim in front of it has recently been acquired at a premium of 20 cents per sq. ft., which was paid before the end of the year, and is included in the sum appearing in the accounts as invested in property. The reclaimed area will approximate 284,000 sq. ft. and have a frontage of 650 feet, with deep water. I have mentioned these full details in order that you may have all possible data from which to form for yourselves an opinion as to the Company's future prospects. The accounts, I think, are self-explanatory, but if there is any further information you would like to have I shall be glad to give it.

There being no questions, the Chairman moved the adoption of the report and accounts.

Mr. Oranga seconded, and the proposition was carried unanimously.

The Chairman then moved the re-appointment of Messrs. A. J. Raymond and E. Shellen as directors, which was seconded by Mr. Ho Koo Tong and agreed to.

The auditors, Messrs. W. H. Potts and A. Gourdin, were re-elected on the motion of the Chairman, seconded by Mr. Percy Smith.

The Chairman:—Thank you for your attendance. Dividend warrants will be issued on Monday.

The steamer *Takanawa Maru*, 1,350 tons gross, 12 knots' speed, built by the Osaka Iron Works for the N.Y.K., was successfully launched on the 9th. The *Daphne*, steamer *Ohio No. 4* has been sold to the N.Y.K., and renamed *Hironaka Maru*, and the *Daphne* services between Shanghai and Chiaofoo is suspended.

## HAMBURG.

[FROM OUR CORRESPONDENT.]

Dec. 12th.

## GERMANS ABROAD.

A pamphlet has lately been published by Government on the rapid growth of the Population of the empire and the no less rapid expansion of her trade, industries and shipping, under the title of "The Development of the German maritime interests during the last ten years." Its object is to prove that as these interests have grown apace so ought the means for their protection, i.e., the naval forces to be increased in proportion.

As to the population of the country, it numbered about twenty millions in the beginning of the last century, it rose to forty millions after the creation of the Zollverein and another twenty millions have been added since the foundation of the empire. The natural increase has been larger relatively than in any of the other great states of Europe, the surplus of births over deaths having, owing to a great measure to the improved standard of living and the consequent decline in the death-rate, never fallen below 800,000 during the last decade. An increase through immigration has to be recorded for the first time during that period. There are three millions of Germans living abroad and about 750,000 subjects of the empire belonging to other races.

## A DECADE OF TRADE.

From 1894 to 1904 the foreign trade of the country rose from 7.3 to 12.2 milliards of marks, representing an increase of 66 per cent. in weight and of 66 per cent. in value. The most important items in the list of imports are raw materials for industrial purposes and home consumption, and in that of exports manufactured goods of different kinds, the former showing an increase of 1.5 milliards and the latter of 1.3. The value of manufactured goods imported has on the other hand only increased 400 millions, and that of foodstuffs about 500 millions, whilst raw materials for industrial purposes (900 millions) have been exported more than ten years ago and of food stuffs 100 millions.

The sea-borne trade constituted in 1894 68 per cent. of the entire commerce of the country; in 1904 the percentage had risen to 70 per cent., having advanced from 4.9 milliard marks to 8.5, an increase of 75 per cent., whilst the overland trade shows an increase of 48 per cent., from 2.5 milliards to 3.7. The increase is most marked in the trade with extra-European countries amounting in all to 1.9 milliards or 53 per cent., imports amounting for 1.2 milliards, a rise of 87 per cent., and exports for 650 millions, a rise of 108 per cent.

## FOREIGN TRADE.

All national industries, including agriculture, with its enormous production of beet-sugar, are more or less interested in the development of foreign trade, as opening up wider markets for the sale of their goods and facilitating the purchasing of the raw materials they require. Any disturbance of it would be severely felt by all classes of the population, but most of all by the working classes who depend upon the various industries for their livelihood. Foreign trade is carried on either via the German ports or else via the adjacent countries, principally Belgium and Holland; foreign goods to the amount of 1.5 milliards passed through the latter into Germany in the course of 1903, whilst merchandise of the value of 700 million marks was exported by those routes.

## SHIPPING GROWTH.

The shipping in the ports of the empire has grown from 27½ million reg. tons in 1893 to 42 millions in 1903, or at the rate of 52 per cent., ocean-going vessels participating in the increase to the extent of 4,400,000 tons. The carrying trade has thus increased at a rate four times, as great as that of the population and taking the ocean trade alone the proportion is as 6 to 1. The commercial navy of no other country, with the exception of Japan, can boast of so rapid a development. In 1898 it was estimated at 1,550,000 tons net; in the present year it has reached 2,350,000 tons' steam tonnage, being double what it was seven years ago. The carrying capacity has risen from 3½ million tons to 7,500,000 tons in the last decade, whilst that of the mercantile marines of the whole world put together show an increase of 70 per cent., and that of the merchant fleets of the United Kingdom of only 47 per cent. In 1874 the share of Germany in the aggregate tonnage of the world did not exceed 3.2 per cent.; it now figures at 9.9 per cent. The share capital of the different shipping companies of Hamburg and Bremen, including preference shares, etc., now stands at 443 million marks against 273 towards the end of 1899; the total value of German shipping is computed to be 810 million marks as compared with 327 in 1895. The progress recorded is not, as may be erroneously supposed, the result of subsidies, but is entirely due to the energy and enterprise of those engaged in the trade; many lines have received no pecuniary aid at all from the Government, whilst those that have been subventioned to a far lesser extent than ship owners in other countries.

## AND SHIPBUILDING.

Shipbuilding yards have grown in number and extent; the number of vessels on the stocks at one time now exceeds by 70 per cent. that of six years ago, the tonnage being 50 per cent. greater, and the carrying capacity 66 per cent. The annual average of new tonnage has risen from 130,000 tons in the five years 1894-9 to 206,000 in the last five. The total number of hands employed in shipbuilding yards is put at over 60,000, of whom 57,000 are working in the 31 great establishments of the country, the three government yards accounting for 16,400. The number engaged in the construction of iron ships has doubled itself since 1890; the capital invested in shipbuilding has

risen from 110 million marks in 1899 to 180 millions in 1905, or about 70 per cent.

## HARBOURS.

Nearly all German harbours have been considerably enlarged and improved during the last five years, 186 million marks having been spent for the purpose, whilst further extensions estimated to cost another 86 millions, are planned. The deep-sea fishing trade has made considerable progress, particularly within the last five years; the number of steamers employed in it was 122 in 1901 against 156 in the present year. The annual takings have risen from 20 million marks in value in 1899 to something between 26 to 30 millions. This supplies about one-third of the consumption of the country.

## FINANCIAL.

The development of the maritime insurance business, the increase in the investments of German capital abroad and the establishment of German banks in foreign parts, are dwelt upon at some length; it may, however, suffice to draw attention to the fact that, whereas there were only four German banks in existence beyond the seas at the end of the last century, their number had increased to six, with 24 branch offices, in 1903, and is expected to reach thirteen with sixty branch offices and an aggregate capital of 180 million marks in the course of next year. German colonial efforts are stated to have progressed satisfactorily, for although two of the African colonies are at present passing through a crisis, such as all colonial powers have had to contend with at one time or another, particularly in the beginning of their enterprises abroad, the other two on that continent and those in the Far East and in the South Seas are doing well.

## FIGURES.

The following statistical figures further illustrate the steadily growing prosperity of the country:—The consumption of sugar per head of the population has increased from 8.4 kilos in 1891 to 12.4 in '98-9 and to 17.2 in 1903; that of wheat from 70 kilos in 1894 to 87 in 1898 and to 92.2 in 1904, whilst the consumption of rye has remained pretty stationary at 150 kilos. The consumption of meat has also increased considerably, being now variously estimated at 45 to 54 kilos per head per year, which is nearly equal to that of Great Britain and much above that of France. The imports of wool have been quadrupled during the last generation, a sure sign of the growing wealth of the nation, and in this all classes, including the lower ones, have participated, as is shown by the assessments to the income tax in different parts of Germany. They amounted in the Kingdom of Prussia to 5.7 milliards of marks in 1892 and to 9.12 in 1904; in the Kingdom of Saxony to 1.71 milliards in 1895 and to 2.36 in 1904, the figures for the States of Hamburg being 4.3 millions and 6.17. The deposits in the Savings Banks are estimated at from 11 to 12 milliards.

It is thought that under the circumstances an increase in the navy is not only imperative in the interest of the country but that the people are well able to bear the additional burden, more especially as the naval expenditure of the empire is much below the total of it and the share per head. The respective figures are, in millions of marks:—

Great Britain	291 in 1893	734 in 1903
France	203 "	251 "
Russia	110 "	254 "
United States	128 "	349 "
Germany	81 "	210 "

which in the latter year came to

M. 17.7 per head in Great Britain
" 6.44 " " France
" 2.02 " " Russia
" 4.38 " " United States
" 3.72 " " Germany.

THE SANITARY BOARD ELECTIONS.

Though the election of Messrs. Stanley Hooper and Henry Humphreys to the Sanitary Board is not likely to be contested, ratapayers should not on that account neglect to attend the meeting at the City Hall at four o'clock to-day. The candidates will be formally nominated, and it is expected that some interesting speeches will be delivered.

## A NEW CHINESE STEAMSHIP LINE.

The "Paosheng" (in Chinese "Kung Sze," or Paosheng Steam Navigation Company), has been started at Shanghai with offices and wharf in the native suburb. The Company owns for the present four small steamers, two of which are still on the stocks, while the four are products of local industry and enterprise. The first boat, the *Kiangning*, is a vessel of about 150 feet in length and about 600 tons' displacement, and can accommodate about 300 deck passengers. She was to start on her maiden trip on Jan. 16th for Chink'ang.

The second steamer of the Paosheng S. N. Co., is the *Kiangning*, which is being prepared for her maiden trip to the 1st proximo for ports on the Yangtze beyond Chink'ang. Kink'ang, Wuhu, etc. The *Kiangning* is a vessel of about 450 tons, and being carrying some 500 deck passengers, will be accommodated for a few first-class foreign passengers. The other two vessels, it is understood, will not be ready until the autumn. The shareholders of this new steamboat company are mainly composed of Cantonese, the manager Mr. Kuo Yang-sung, being also of that province.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 20th at 2.25 p.m., the barometer has risen over Chi, and W. Japan and fallen over E. Japan. The depression yesterday, is this morning moving into the E. of the E. of Japan. The anticyclone remains central over China to the N. of the Yangtze. Very strong gales may be expected in the Formosa Channel, and the N. part of the China Sea. Forecast:—Fr. N.E. winds; fair.

## REVIEW.

*The Celestial and his Religions: or, The Religious Aspect of China; being a Series of Lectures on the Religions of the Chinese;* by J. DYER BALL. Hongkong: Kelly and Walsh, Ltd. 3s.

Professor Ball should really think of leaving the selection of a title to his publishers: they would probably save him from the cumbersome and pretentious captions like the one we have just, with laborious carefulness, indited. Of the book itself, we have scarcely a word of approval to utter. Professor Ball labours under one serious disadvantage in undertaking to discuss fairly the religions of the Chinese: he is wholly sympathetic toward one religion and as wholeheartedly antipathetic to the rest. In view of his numerous valuable contributions to the study of the language, we would like to pass over the error of this publication; but even so we thought of doing so, our duty seemed to be made clear. His Excellency the Governor made a speech on the 18th inst., to the young pupils of the Diocesan School and Orphanage, which contained observations that might have been inspired by this book; and which, supposing they were not so inspired, were by way of doing the same wrong and confirming similar error. His Excellency told these Chinese boys that the doctrines of Lao-tze gradually became perverted into Taoism "as we know it, and ceased to be an element of good!" The philosophy of Lao-tze, we are told by Professor E. H. Parker ("China and Religion," London: John Murray) "has never for any considerable period ceased to exercise the most powerful influence on the cultured Chinese mind." And (q.v.) "throughout the ages, solemn quotations from the Taoist classic have ever been in the minds of statesmen at supreme moments." The perversions, then, are freely admitted, as they must be in all religions (of this more anon), but the saying that the teachings have lost their power for good is insupportable. Professor Ball's book teems with such unfair remarks. He even sneers at the pure, unperverted philosophy. Of course, he was originally addressing the Y.M.C.A., and had no idea of impressing upon minds; but those presumably already made up. Getting outside all the creeds for the purpose of such a survey, and for this review, he and we must be prepared to face the necessity of putting the great religion of the West into the same crucible with those of the East. Indeed, Professor Ball professes to do so in this book, and if he had adopted the same tone in the body of it as he does in the concluding chapters, we should have had nothing to complain of. This brings us conveniently to that matter of perversion, which is observable in all doctrines; and we may be excused if we find it necessary (for strictly academic reasons) to contemplate the perversions of the foreigners' religion, but without the jarring eye that he has turned on the Chinese religions.

For example, a perversion which would perhaps escape notice occurs in *Hongkong's Young Men*, an application by the same society to the Professor Ball's views were first expressed. In No. 3, dated Jan. 17th, we read: "A Christian man does not escape temptation by becoming a Christian. There is not a man in the world that can get away from it. God means temptation to do something good for us; otherwise he would make it possible for us to escape from it. . . . It is temptation that makes men strong." Well, what is wrong with that, we can imagine Professor Ball and his average co-religionist asking. It is typical of the perversion of doctrine which, in China, we are asked to take notice of. We presume the Lord's Prayer is accepted as an integral part of doctrine, and therein Christians are bidden to ask, "Lead us not into temptation." That is, asking the Duty to refrain from His benevolent intention. Bigger perversions could be adduced, widespread and general, which would entitle us to say after the Governor and Professor Ball that the scriptures "have ceased to be an element of good." We do not wish to give pain, however, but only to make people who make uncharitable and indiscreet remarks about other peoples' beliefs feel compassion and be more careful. Real reverence consists of respect toward those, as Confucius says, and this explains why China has been so tolerant of strange faiths almost throughout her history. As we have quoted from a speech by boys, however, we may end this account with a quotation from another authority on education, one almost forgotten now, but a good man, Ascott R. Hope, in a book addressed to parents and schoolmasters, said: "We, Christian children are brought up to believe in two Divine Beings, to talk of a third, indeed, but to believe in two; one plainly the enemy, and the other mysteriously the friend of man." And so it is; the majority of Christians are Manicheans without knowing it. Professor Ball is very free with phrases like "crass superstition," "gross delusion," and so on; yet when Professor Huxford jokes him about worshipping a "gasous vertebrate" he is shocked. That is how his victims may feel. Where philosophy is concerned, he is often quite unsafe. He does not attempt to justify hypotheses before building on them. The character of the "derived very likely," he says, from the marking on the carapace of the tortoise, and then in a careless way begins to recapitulate the connection of the animal with divination. The Chinese, as we well know, have various ideas about the tortoise, and the character would fit something altogether different. But let that pass. There is his Chinese friend's view that the ancient worship of mountains allowed a natural transition of reverence from the hill to the mass of

## LONG HING &amp; CO. IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. & PLATE CAMERA, Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case \$300.00  
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case 135.00  
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case 140.00  
No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens 150.00  
" 4. SCHEER FOCUS " " GOEIZ Lens 140.00  
" 4. CARTRIDGE " " " " 135.00  
" 3A. FOLDING POCKET " " " " 135.00  
" 3 " " " " " " 120.00

## RACES! RACES!! RACES!!!

## "THE BURLINGTON."

UNDER NEW MANAGEMENT.

SPECIAL SHOW DAY, JANUARY 29TH, 1906.

WE beg to inform our numerous CUSTOMERS that on the above date we shall show a large assortment of SMART HATS and TOQUES with other novelties for the RACE SEASON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 11th January, 1906.

rock, and so to the rounded stones he speaks of. "I cannot say whether his view is correct or not." Of course not, but it was the wildest of guesses all the same. A "mass of rock" is something vastly other than smooth rounded stones. Equally ingenious in another place is his remark that the same Chinese word is used for "reverence" and for "worship." Irrespective of the point concerned, is that not practically the case in English? Why do we speak of a magistrate as his Worship? Verily philology is a slippery place. Porpoise, in passing, his quaint phrase that the Chinese "conception (of a deity) has been atrophied." The first chapter closes with a passage startlingly reminiscent of the Platonist's famous praise; but space is running short. In speaking of Confucius, he does not forget to mention the "prodigies and signs and wonders" round his birth, forgetting that such has been the fate of prophets always, and that they are really not to blame for that. If he complains that in the teaching of Confucius there is nothing about man's duty to God, but only his duty to man. Really, this is the acme of unreason, if it be true that one of the chief Christian doctrines is that man's duty to man is his duty to God. "Inasmuch as ye have done it unto these," is the passage that occurs in this connection. The author also pokes fun at the material hell pictured in Chinese temples. Of course, the hell of the bibliolaters is every whit as material. Describing the magic-claims of degenerate Chinese priests, he says the Boxer rising of 1900 had its "origin" in these. It may have derived encouragement, but certainly it did not so originate. He is grossly unfair to good Buddhists, ridiculing even some of the most important doctrines, and of the native Indian disciples, he says, "The glorification of systematic beggary!" But that would apply equally to the first disciples of his own cult, whose marching orders (expurgated) are so often quoted by missionaries. There are indications that he tried to be fair to the Mahomedans, but his effort was lukewarm and signally failed. There are 235 pages, and we find penitential protests on almost every one in our copy, so we had better stop here. Enough has been said to show that we disapprove, and we cannot conscientiously recommend the book to any reader who desires an unbiased and general view of the Chinese religions, either as portrayed or unperverted. The book is neatly bound and clearly printed.

SHANGHAI ELECTRIC TRAMS.

The *Times* of December 16th publishes, "for information only," the prospectus of the Shanghai Electric Construction Co., Ltd., with 320 shares of \$1,000 each. The directors are Sir Alfred Dent, Mr. J. S. Haskell (of E. D. Sassoon & Co.), Mr. John Walter (of the U. & S. Bank), M. Emile Francaei (of the Compagnie Internationale d'Orient), and Colonel Albert Thys (of the Banque d'Outremer). The company is to construct nearly 23½ track miles of tramway, of which six miles will be double track, having taken over the contract of Messrs. Bruce, Popham & Co., Ltd. The tramways may be operated by the concessionaires for ever, so long as they pay five per cent. of the gross receipts to the Shanghai Municipal Council; but the Council may purchase at the end of 25 years, or at intervals of seven years after, upon giving six months written notice, price to be fixed by arbitration. The Council supplies power at fixed rates. Bruce, Popham & Co., Ltd., are to do the actual construction for £277,000. First class fare per section is to be five cents, second class two cents. At these rates, the annual profit is estimated to be £26,284, or more than seven per cent. on capital. The idea is to have a working arrangement with the French Settlement. When running, the present company proposes to turn over the going concern to a new company for £600,000.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Polynesia* left Shanghai on the 20th inst., at daybreak, and is expected here to-day, at 10 a.m.  
The M.M. str. *Salazie*, with the next French Mail, left Saigon on the 20th inst., at noon, for this port.  
The C.P.R. str. *Empress of China* left Yokohama on the 19th inst. for Victoria and Vancouver.  
The C. N. Co.'s steamer *Tsinar*, from Australian ports, left Sydney on the 12th Jan., and is due here on the 5th February.  
The J. C. J. Lijn str. *Tijpness* left Kobe via Moji and Amoy for this port on the 18th inst., and may be expected here on or about the 25th inst.  
The I. C. S. N. Co.'s steamer *Laisang* left Calcutta for this port via the Straits on 18th inst., and may be expected here on or about the 3rd proximo.

## SPECIAL OPPORTUNITY AT THE ROBINSON PIANO CO., LD.

One Gets a Poor Return from a Piano if it is a mere Article of Furniture. Attach the Apollo Piano and all Music is at your command—Concert, a Dance or Programme—in a moment \$250.00 upwards. Hire or Live Purchase System.

## RACHALS' PIANOS \$550. FORMERLY \$670.

JUST UNPACKED IN NEW STORE, BECHSTEIN, STEINWAY, KRAUSS, HAAKE, RACHALS, WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT. Hongkong, 4th December, 1905. [116]

TYPEWRITERS CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDERTAKEN. Charges moderate. F. A. V. RIBEIRO (late of the Hongkong Typewriting Bureau) 34, Queen's Road Central (Second Floor). Hongkong, 25th October, 1905. [91]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

EILEY'S, SCHULTZ'S, AMDBRITZ CARTRIDGES 9, 10, 12, 15, and 20 BOULE and NEWCASTLE CHILLED SHOT in all Sizes Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety. W. M. SCHMIDT & CO. Hongkong, 28th November, 1905. [249]

DAVID COSSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents. 2851

A. LING & CO. FURNITURE STORE PLATED GLASS AND CROCKERY WARE, &c., &c.; and FINE LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1905. [255]

RUINANT PERE & FILS, REIMS. Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO. Sole Agents. Hongkong, 17th May, 1905. [122]

Dr. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the General Post Office and opposite to the Sid entrance to the Hongkong Hotel). Hongkong, July 5th, 1905. [49]















# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS TO LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW AND LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW AND LIVERPOOL	"ALCINOUS"	On 13th February.
GLASGOW AND LIVERPOOL	"LAERTES"	On 20th February.
GLASGOW AND LIVERPOOL	"YANGTSE"	On 27th February.
GLASGOW AND LIVERPOOL	"DIOMED"	On 6th March.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 13th March.
GLASGOW AND LIVERPOOL	"TEUKLA"	On 20th March.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"PATROCLOS"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 22nd January.
HAMA	"YANGTSE"	On 24th February.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSURY"	On 23rd January.
	"OANFA"	On 26th February.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 17th January, 1906. (9.10)

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 22nd January.
MANILA	"TAMING"	On 23rd January.
SHANGHAI	"YCHOOW"	On 23rd January.
CEBU and ILOILO	"KAIPOONG"	On 30th January.
MANILA, ZAMBODIA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 1st February.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 20th January, 1906. (11)

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI and KOBE	"W. R. Lo Mare, R.N.R."	About 22nd January	Freight only.
LONDON &c., via USUAL PORTS	"OCEANA"	Noon, 27th January	See Special of Call.
SHANGHAI	"DELHI"	About 27th January	Freight and Passage.
YOKOHAMA via SHANGHAI	"CEYLON"	About 31st January	Freight and Passage.
MOJI and KOBE	"C. F. Locksley, R.N.R."	January	Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"MALACCA"	About 31st January	Freight and Passage.
	"C. J. Benton, R.N.R."	January	Passage.

For further Particulars, apply to

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 19th January, 1906. (1)

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
via  
**MOJI, KOBE AND YOKOHAMA.**

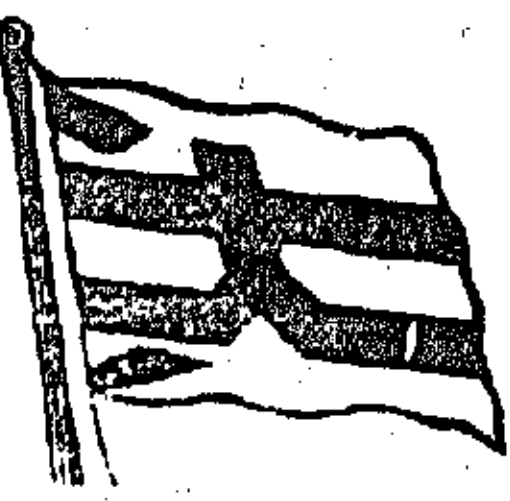
Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 27th January.
HYADES	3,753	J. Alvon	On 10th February.
TREMONT	9,606	T. W. Garlick	On 20th February.

† Cargo only.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.**  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.  
QUEEN'S BUILDINGS,  
Hongkong, 18th January, 1906. (7)



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW, AMOY and SHANGHAI via SWATOW, AMOY and FOCHOW	"DAIJIN MARU"	SUNDAY, 29th Jan., at 10 A.M.
	"ANPING MARU"	THURSDAY, 25th Jan., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"TRIUMPH"	THURSDAY, 1st Feb., at 10 A.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central, Hongkong, 18th January, 1906.

T. ARIMA, Manager. (14)

# IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAYERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 31st day of JANUARY, 1906, at Noon, the Steamship "ROON," Captain Meiners, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 29th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 30th January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 18th January, 1906. (5)

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)	
	TUES Noon	Saturday	TUES	Saturday	Friday
ARCADIA ...	7000	Feb. 10	BRITANNIA ...	7000	Mar. 10
DELHI ...	8000	Feb. 24	MOLDAVIA ...	10000	Mar. 24
DONGOLA ...	8000	Mar. 10	MONGOLIA ...	10000	Apr. 13
DELTA ...	8000	Mar. 24	MOULTAN ...	10000	Apr. 27
OCEANA ...	7000	April 7	MARHORA ...	10500	May 11
			Sunday	Sunday	Saturday
ARCADIA ...	7000	April 21	VICTORIA ...	7000	May 20
DEVANHA ...	8000	May 5	HIMALAYA ...	7000	June 3
DELHI ...	8000	May 19	INDIA ...	8000	June 23

Passengers change steamers at Colombo, and then for Brindisi transfer also to the EXPRESS

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

## INTERMEDIATE (non-trampship) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
	about	about	about
† JAPAN	Feb. 14	Feb. 23	Mar. 31
† SUMATRA	Feb. 25	Mar. 9	Apr. 14
† NUBIA	Mar. 14	Mar. 23	Apr. 28
† JAVIA	Mar. 23	Apr. 6	May 12
† FORMOSA	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVIA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 6th January, 1906. (2707)

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	Leave
	HONGKONG
	about
† PATHAN	23rd Jan.
† ST. GEORGE	to follow.
† SHIMOSA	to follow.

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 12th January, 1906. 2105-213

## FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES.

(If Sufficient Inducement Offers.)

## THE Steamship

"RHEINANIA,"

Captain Föck, will be despatched for the above ports on or about the 10th February.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE.  
Hongkong, 13th January, 1906. (208)

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS.	JAPAN	Second half of January	JAVA PORTS	First half of February
TJIMAHI	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILIWONG	JAPAN	Second half of February	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

**JAVA-CHINA-JAPAN LIJN.**

York Buildings, 1st Floor,  
Hongkong, 17th January, 1906.

Telephone No. 375. (16)

## VESSLS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the above

Ports on WEDNESDAY, the 24th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 3rd January, 1906. (142)

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

## JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA.

## STEAM FOR

SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MAUTU, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 6th February, at Noon, the Steamship "PRINZ SIGISMUND,"

Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

**MELCHERS & CO.,**  
Agents.  
Hongkong, 19th January, 1906. (198)

## HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrit, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong

Andromeda, cruiser, 12,500 tons, 16 guns, 1,650 i.h.p., Capt. Nelson O'Manney, Hongkong

Arcton, torpedo boat destroyer, 550 tons, 6 guns, 7,000 i.h.p., Lieut.-Comdr. R. Houshner

Heaton, Hongkong

Astron, 2nd class cruiser, 4,380 tons, 10 guns, 7,000 i.h.p., Captain Lionel G. Tufnell, Shanghai

Bonaventure, 2nd class cruiser, 4,380 tons, 10 guns, 7,000 i.h.p., Capt. H. H. Torlesse, Shanghai

Cadmus, British sloop, 1,070 tons, Capt. H. D. Cane Luard, Yangtze

Clio, British sloop, 1,070 tons, Captain H. D. Wilkin, D.S.C., Yangtze

Dee, torpedo boat destroyer, 560 tons, Lieut.-Comdr. H. E. Saltram, R.N., Hongkong

Dialon, 1st class cruiser, 11,000 tons, 16 guns, 10,800 i.h.p., Capt. H. W. Savory, Manila

Erne, torpedo boat destroyer, 550 tons, Lieut.-Comdr. R. H. Bathor, Hongkong

Ettrick, torpedo boat destroyer, 560 tons, Lieut.-Comdr. C. L. Lewin, Hongkong

Exo, torpedo boat destroyer, 550 tons, Comdr. A. E. Everett, Hongkong

Fane, torpedo boat destroyer, 560 tons, 6 guns, 7,700 h.p., Lieut.-Comdr. Stevenson, Hongkong

Flora, 2nd class cruiser, 4,330 tons, 10 guns, 7,000 i.h.p., Capt. Grant Dalton, Singapore

Hardy, torpedo boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Hongkong

Hart, torpedo boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Richards, Hongkong

Hecla, special torpedo vessel, 640 tons, 240 h.p., Capt. E. P. R. Charlton, Hongkong

Hog, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain E. T. Shortland, Manila

Ichen, torpedo boat destroyer, 550 tons, Lieut.-Comdr. C. Seymour, Hongkong

Janus, torpedo boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt.-Comdr. Darwall, Hongkong

Kinsla, river gunboat, 331 tons, Lieut.-Comdr. E. V. F. H. Dugmore, on Yangtze

Moorhen, river gunboat, 180 tons, 2 guns, 210 h.p., Lieut.-Comdr. F. B. Noble, West River

Otter, torpedo boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lt.-Comdr. Kidd, Hongkong

Rambler, surveying-ship, 583 tons, Comdr. Olaf E. Monro, Borneo



